dashed feverishly up and down the line

dashed feverishly up and down the line in a shrieking automobile trying to arrange the police reserves from five preferred in a shrieking automobile trying to arrange the police reserves from five preferred in some sort of a fighting from the company said was to be the last car of the day. A cop on the from platform dodged a cobblestone that was composed the street car lines had asked for police on the cars but Deputy Commissioner Walsh had said no. Nevertheless a copoccasionally mounted a car in the stress just for a ride," and one of them had his helmet smashed.

BRICK HIS A POLICEMAN.

After seven cars, two of them full of passengers, had been stoned on the Smith street line there came a moment about 6 o'clock when a brick from the strikers and been stoned on the vicinity of the strike headquarters found its billet in the nape of Sergt. Thomas F. Dwyer's neck. The sergeant rubbet the hurt place, scowled at the strikers, who were hanging over their picket fence and jeering, and ordered his cops to charge. Billies were drawn and the charge was ferocious. The cops stormed the headquarters on the second floor of the building and drove every mother's son out. Then the lawn was cleared and the headquarters on the second floor of the building and drove every mother's son out. Then the lawn was cleared and the police went flying up and down the street, driving miscellaneous eltizenry before them on the run. Denizens of Ninth street who happened to be off their own stoops were caught in the net and supper was cold when some of them finally persuaded Sergt. Dwyer that they had homes they'd like to go to. It was in this rush that the policemen at last found the heaps of ammunition under the newspapers and confiscated them. At the same moment two shots.

Some of The Dolice is day. A cop on the front platform dodged a cobblestone the slope what the company said was to be the last corbinator of the day. A cop on the front base car of the day. A cop on the front deay. A cop on the front head was and it hit the motorman. Mo

under the newspapers and confiscated them. At the same moment two shots were fired in McKenna's saloon -at whom nobody was able to discover.

The strike began at 4 o'clock yesterday morning after an all night meeting and a vote at 3 A. M. It was figured by the strikers that Saturday would be the very best day to start the demonstration, as all the lines of the Coney Island and Brooklyn Railroad Company are very busy on Saturdays carrying tens of thousands to and from Coney Island and Brighton Beach. The company had expected a strike but hadn't been informed as to the exact day. For a few hours after dawn no attempt was made to run cars, but at 7 o'clock fifty strike breakers were escorted from Manhattan to the Smith street harns and another hatch. were escorted from Manhattan to the Smith street barns and another batch was taken to the barns of the Hamilton

THE PIRST ATTACK

The first car attacked was in charge of Motorman Harry Moore and Conductor John Sherman. As it neared the strike headquarters a swarm of exemployees and their ever present semijuvenile volunteer assistants dashed out and pulled the trolley pole off the wire. The motorman and conductor were chased into a cheek starte. The motorman and conductor were chased into a shoe store. Along came four more cars and from sidewalk and lawn poured bricks and bottles. The seven policemen who were the total force on hand at that hour drew their clubs and then their revolvers. The five deserted cars stood empty where they had been held up until they were driven back to the barn through another fusillade at 4 o'clock in the afternoon. MEN AND WOMEN DODGE MISSILES.

Early in the morning a car that was trying to make its way from Coney Island to Manhattan was stoned at Fourth avenue a block above the strikers citadel It disgorged men and women, each trying to shield his or her head with hand or satchel. A brick hit Jares Williams, who is a painter and a civil war veteran, living on West Fifth street, Coney Island. Williams, who is 66 years old, pitched from the running board to the pavement while the car was going swiftly. A Seney Hospital ambulance doctor set his dislocated right shoulder and took him home.

At Smith and Sackett streets in a Smith

Hospital.

By midforenoon most travellers had

By midforenoon most travellers had

By midforenoon most travellers had

got wind of the strike and were shunning the Smith street and Hamilton avenue lines. There was little bottle throwing at the Hamilton avenue cars, but there was nobody to run the cars, as the company as well as the strikers was con-centrating its efforts to keep cars moving on the Smith street line. BOMBARDED FROM THE BLOODY CORNER.

At 2:15 o'clock policemen had drifted in from other precincts until it was said that there were 1,200 along the Ninth street stretch from the car barn to Prospect Park. It was at that hour that the first car since 8 o'clock in the morning appeared from the direction of Man-hattan. It was crammed with passengers appeared from the direction of Manhattan. It was crammed with passengers Just above the denatured Gowanus a bombardment began. The passengers anuggled together. A brick or two from the sidewalk flew to pieces against the car and fragments were scattered about. Most of the passengers sprang off when the car reached the bloody corner where the bottle throwers were thickest. Among the four who stayed on were two women, the bottle throwers were thickest. Among the four who stayed on were two women, one of whom carried a tennis racket which she held before her face. Through it all she wore a set smile. The car rode through a tempest of bricks, stones and bottles. The crouching motorman and conductor both were hit. They were game to go on, but after the car had emerged from the worst of the fire the nolice stopped it. olice stopped it. On the front seat behind Shorty, the

strike breaking motorman, sat a fiery haired and faced young man. When the of conflicting rumors about what tocar halted he hopped up and yelled over morrow or next week may bring forth. Let every one be quiet. Let every one be quiet."
But nobody was quiet, not even the red
haired one when a policeman dragged
him to the sidewalk and hinted that he him to the sidewank and intred that he might be a suspicious person. The last person to leave the car was the girl with the tennis racquet. Still smiling strangely and screening herself with the racquet. walked swittly away

asked if he would be the motorman to lead to the barn the string of five cars that had been stalled since earlier in the Des Moines at 6 o'clock.

controller to-day and am ready for wot more's comin'."

So Shorty and his car led the procession down the Park Siope. There were three men to each car, each swinging a controller handle. Perspiring policemen ran alongside. Inspector Dooley's automobile snorted behind. When Shorty's car was abreast of the strike headquarters the heavens rained bottles again. Shorty glared victously at the rails ahead and disdained to dodge. Three strikers swing aboard the car and made for the conductor. Waving his controller with one hand the conductor pulled a pistol from a pocket with the other and the boarders dropped off instantly. The string of five cars got to the bara all right. There a strike breaker was declaiming: a strike breaker was declaiming

OKLAHOMAN OFFERS HELD "I'm William Willetts from Oklahoma.

body's hand at the controller. When it emerged from the zone of flying bottles and bricks the motorman got up and guided it safely to the barn at Smith and Math streets.

All the afternoon Inspector Dooley dashed feverishly up and down the line laid on the floor, which they got.

When the controller. When it waved the willing Oklahoman away. The boss was quite busy seeing that cots and food for the 125 strikebreakers who he said were to be housed by the company last night were got into the barns. Later the men told him they wouldn't have cots. They preferred just mattresses laid on the floor, which they got.

CLASH IN STRIKERS' TARD.

SOME OF THE INJURED.

The police at 5 o'clock had these names of persons who had been injured and attended by hospital doctors: Edward Dwyer, conductor, hit in the head by a bottle; Harry Knowland, hit with a conductor's ticket punch by a man in street railway uniform; James Williams, the Coney Island painter, shoulder dislocated: George Curry, 577 Eighth avenue, Manhattan, bruised in the strikers' head-quarters, where he went professing to be quarters, where he went professing to be a strikebreaker anxious to quit; Chris-topher Roach, 150 West 145th street, Manhattan, motorman, nose broken on a car when passengers tried to fight off in-vaders; driver for Clifton Springs Mineral Water Company, whose foot was sprained when a car speeding away from attackers overturned his wagon THREE SENT TO WORKHOUSE.

overturned his wagon.

THREE SENT TO WORKHOUSE.

The three men whom Magistrate Naumer sent to the workhouse for five days apiece were Joseph Ryan of 425 Highth street, all of Brooklyn. A woman, Hannah Heckler of 513 Court street, also was arrested. She was charged with throwing stones. The police didn't get the names of the strike breakers who were mauled. As fast as they fell out of the ranks they were taken to the cur barns and attended by a doctor hired by the company.

VIOLENCE ON FRANKLIN AVE. LINE.

On the Franklin avenue line fourteen fi the twenty-three regular cars were sent out yesterday morning, but most of them were recalled before noon. When the men reached Coney Island they told the inspector they had been ordered to quit. He persuaded them to take the cars back to the barn at Malbone street, and franklin avenue.

I be the men reached Coney Island they told the inspector they had been ordered to quit. He persuaded them to take the cars back to the barn at Malbone street and Franklin avenue.

I be a street in the direction of the direction of the whole dean dark that girl had eyes and she had been or reached to the soil the speck that second by second grew larger and supplied the inspector high the were conditions seemed perfect. The flag on the direction of the singlet dwint had discalled when the direction of the singlet dwhen the heavens opened and the soil tusted when the heavens opened and the soil of tusted when the heavens opened and the soil of tusted when the heavens opened and the soil of tusted when the heavens opened and the size of train wrote weird patterns on the shining roof surfaces.

But that girl had eyes and she had beet and strength and bridge was a little speck that second by second grew larger in tune. The men chosen to make the trip to Philadelphia and the pennsylvania railroad bridge was a little speck that second by second grew larger in tune. The men chosen to make the trip to Philadelphia, and the dean proplace was sighted.

Beachey was about 1.500 feet in the air second

and Franklin avenue.

Twenty cars manned by strike breakers ran on the Franklin avenue tracks at 5:30 o'clock, headed for Delancey street. Manhattan. The idea was to get the cars to Manhattan in a group and start a regular service from there. At Franklin and De Kalb avenues, in front of the company's offices, it developed that a protorman and conductor in sympathy. old, pitched from the running board to the pavement while the car was going swiftiy. A Seney Hospital ambulance and took him home.

At Smith and Sackett streets in a Smith street car bound for Manhattan were two young men who when asked for their nickels grabbed Conductor Harry Nolan's ficket punch and cut his head open with it. Then they ran. Nolan wiped blood from his eyes and told the motorman to run his car to Carroll street, where Nolan was patched up in a drug store by a surgeon from the Long Island College Hospital.

By midforences most feet above the grand and conductor in sympathy with the strikers were in charge of one of the cars, posing as non-union men. Near De Kalb avenue the motorman to the controller while the car was in motion and with the conductor feet above the little grand stand on the roof top when it went zipping by. The race his, Beachey struck squarely across the dimbel roof just as Paul B. Huyette, official timer, snapped his watch at 4:47:22 2-5. The aeroplane was not 500 feet above the little grand stand on the roof time as a union man through and through, ran off.

Bricks and stones were soon flying. Reserves scattered the crowd in five minutes and made four arrests.

By midforences most feet above the grand stand on the grand stand on the grand stand on the statue of the grand stand on the grand stand on the statue of the grand stand of the cars, positive as a sum of the grand stand on the statue of

We have exhausted every honorable means to bring about a settlement, but were unable to get the company to consent to peaceful arbitration. We saw the Civic but the company would not hear of arbitration through these boards. We sent a committee to Mayor Gaynor, and the Mayor wrote a letter to President Huff of the company offering to act as arbitrator. President Huff replied that he saw no ne-

to start the strike this morning and we intend to fight it out to the end. Shea said he was trying to discourage

day of the strike of the employees of the

morrow or next week may bring forth.

It is said that Manager J. R. Harrigan at Trenton, was up in the air again was mission by morning, although little is hoped from it unless he agrees to the demands of the employees for arbitration, which he has thus far rigidly refused to do. On the other hand it is claimed that Big Chris, the Chicago strike breaker, has gone to Chicago for a fresh bunch of strike breakers. The strike breakers now here claim to be sick of their bargain. They were followed about town to-day by a hooting and jeering mob. Two police guarded each strike breaker. Depoine guarded each strike breaker. Depoine guarded each strike breaker. Depoine guarded each strike breaker because of a skipping motor and that he'd stopped at Trenton to load up with gasolene and lubricants.

When the time that Beachey had spent in Trenton renewing his gasolene and oil supply was subtracted from the total elapsed time, the judges announced that he had actually been in the air 1 hour 50 minutes and 17 seconds. That beats the Pennsylvanfa express train schedule by about five minutes.

Here is the way Beachey told of his PROCESSION OF CARS STARTED.

Presently Shorty—a dumpy, straw hatted man who remarked that his name was Fred Brown and that he was doing these things because he was broke—was asked if he would be the motorman to lead to the barn the string of five cars

"Hell, yes," said Shorty. "I've banged two o' them damned byenas with my controller to-day and am ready for wot more's comin."

Des Moines at 6 o'clock.

The mob took the conductor and motorman off the only car which tried to leave the barn this morning, smashed the windows and cut the trolley wires before the rolling could interpret the rolling wires before the

To Marry George Small Franklin.

Miss Elizabeth Jennings, daughter of first job. Don't know what they're going to pay us strike breakers, but I quits to pay us strike breakers, but I quits to morrow if it ain't five bucks a day. Boss, gi' me ten men to guard one of your cars and I'll see that she makes regular trips all day."

But the boss, Supt. Dennis Sullivan. But the boss, Supt. Dennis Sullivan. But the boss, Supt. Dennis Sullivan. The sky was a hazy blue cut by the replied, "Don't be so windy, rkid," and strike inclined to be tricky after I had made a circle of the island, climbing all the time, and had this made a viation field in order to start up the river.

Just as Beachey's machine passed over the beads of the onlookers on his way to the North River Robinson rose from the field and went sailing off into the field and went sailing off into the south.

But the boss, Supt. Dennis Sullivan. The sky was a hazy blue cut by the long streamers of smoke from the river.

The wind was puffy and a little inclined to be tricky after I had made a circle of the island, climbing all the time, and had the beads of the onlookers on his way to the North River Robinson rose from the field and went sailing off into the field and went sailing off into the south.

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IN \$5,000 AIR RACE

Continued from First Page

earth until just after 3:25 the megaphone man, with his ear to the telephone, bawled out: "Two machines passed over New Brunswick at 3:28 and 3:31. A third, some distance in the rear, is approaching All are too high to be recognized."

Then in a minute: "Two machines down just outside of New Brunswick. Not known what is the cause of their descent. WORD OF BEACHEY'S LEAD.

For another stretch of long minutes folks on Philadelphia roofs strained their eyes at the black cloud bank over the elbow of the Delaware River to the north; then came the shout through the tele

"One machine, believed to be Beachey just passed over Trenton at 4:05 and is coming down near Millstone Junction, four miles south of Trenton."

before long all the streets far below knew that there was not one of the machines still in the air and it was not until the wireless spun a web of hope from roof to roof that the sporting blood of the Philadelphians pulsed high again. For just as a line of glistening wet began to move up the uneven pavements of the roofs from the Camden shore the tele phone spoke again:

"Beachey landed near the Trenton Fair Grounds to replenish gasolene and oil and took the air again at 4:05."

At about the same moment word came from Trenton again that Robinson, who had been hung up thirty minutes at New Brunswick, had just settled down at the

Brunswick, had just settled down at the Trenton Fair Grounds with a hot motor and a lack of oil. His machine was unhurt and he would continue the flight, the telephone said.

BEACHEY OUT OF THE SKY.

When the last bulletin came the rain had slackened and the clouds lifted somewhat. The cimetar of the Delaware showed like dull steel, marking the course that the oncoming airmen were to follow at the last spurt. From the roof where the judges with telescopes sought to spear an eyeline through the mist away down in the street, still jammed from curb to curb despite the rain, a rippling murmur of expectancy passed up and GETTING READY TO START. murmur of expectancy passed

adelphia, coming straight for the Gimbel Building out of the northwest. GREETINGS TO OUR CITY

Every whistle on the river cut loose, the jets of steam ripping holes in the low lying cloud blanket. Up from the Market street slit came a roar as the jam below caught a glimpse between canon walls of the gossamer shape above the roof line. Beachey struck squarely across the Gimbel roof just as Paul B. Huyette.

President Hun replied that the resident Hun replied that the classity for arbitration.

As all other means failed we were forced to start the strike this morning and we approval; then he went the length of it in what he calls the "Dutch roll," his must be postponed. A blue flag was run hine taking invisible air breakers like

Then up to 1,000 feet he nosed the bi- store plane, turned and came down in hair-raising spirals.

LANDS AND IS HUGGED

"I got my machine out on the takeoff to take up his machine.

"I got my machine out on the takeoff to take up his machine.

"I generate to take up his machine.

"I generate to take up his machine." ground on Governor's Island, had her tuned up and was ready to start at 12. But the others were not and so I had to stand around and wait until they were.

"The mixup about Hamilton's backing out occupied an hour or so and then Ely had to try out his machine before her isked taking the air in it for the first time. Things were pretty slow with all the delay and just so it would not get on my nerves. I went up about 1:55 and took a few spins around the island and out over the harbor, just to make the crowd ashore happy and have something to do myself.

"After Robinson and Ely had made their trial flights we all came back, ready for the start. I got off first, with a fine start. The wind was puffy and a little inclined to be licky after I had made a circle of the proper in the ready of the start. I had made a circle of the proper in the ready of the start. I wind made a circle of the proper in the ready of the start. I was made a circle of the proper in the ready of the start. I was made a circle of the proper in the ready of the proper in the ready of the ground. He was gone only half a minute before Ely got under way. They started into the wind and had to take a wide turn at the end of the Governors. Island aviation field in order to start up the river.

The wind was puffy and a little inclined to be tricky after I had made a circle of the island, climbing all the time, and had started for Greeley Square.

"After I took the air everything went fine until I hit the rain. You see, I knew that I must be pretty far ahead of the others for neither of them was in sight by the time I left Trenton. So I didn't overnors Island almost as soon as they by the time I left Trenton. try any speeding on the last leg of the

The wind freshened again after I left

GETTING READY TO START.

New York was ready for the air race to start by 11 o'clock. At that hour the conditions seemed perfect. The flag on the Singer tower flapped languidly in a gentle south breeze and the smoke of tugs bound up the bay clung idly to the funnels.

Five of the chief aviators of the Curtiss

Hamilton was not anxious to race. He was fitted out with an aeroplane fresh from the Curtiss shops at Hammondsport. The new machine did not appeal to him and the wind, which was freshen-

once around the head of Philadelphia Once headed for Belmont Plateau.

On the broad field chosen for a landing place out there over a hundred policement were having all they could do to keep the edges of the crowd pushed back from a woo foot space of green, the landing place. But Beachey was not ready to land immediately. He still had a few tricks in his hag.

But Beachey was not ready to land immediatelphia Diagrams on the island and the answer came back that not a drop was to be had from the army stores, because there wasn't any. That meant that somebody had to go over to Manhattan and get another can.

must be postponed. A blue flag was run up in place of the white pennant on the store flagstaff and the crowds in Broad-way learned that the racers wouldn't start for at least an hour.

THE BULL PUP AND THE MOTOR

LANDS AND IS HUGGED.

When he landed his wife, who had come down from New York on a train that started only a short time before Beachey took the air, was the first to say something to him. She whispered it in his ear with her arms around his neck.

Then Ellis and Daniel Gimbel did some back patting and hustled Beachey through the crowd to an automobile.

An hour later he was on the roof of the Bellevue-Stratford taking a dinner as quietly as if winning out on a ninety mile air line straightaway was all in the day's work.

Pretty nearly every one on the roofs and in the streets believed that Beachey would be the only one to finish, for the news that Robinson, who had dropped at Trenton, was up in the air again was a merely tuning up his large to him the streets believed that Beachey would be the only one to finish, for the news that Robinson, who had dropped at Trenton, was up in the air again was a finish feet, but he sergeant sent him to his quarters under guard.

But I PUP AND THE MOTOR.

When the crowd, composed of army men and others who came from New York to see the start of the stare, saw that things were off for a time they slipped away. They were recalled by the sputtering of Robinson's motor. Sergt Lee's Boston bull pup heard the racket also and came running up to put a stop to it.

The dog made a dash at the whirling propeller. The great fan almost blew him off his feet, but he stuck to it, barking. For a minute it looked as though Sergt. Lee's dog was going to meet the same at the which overtook the pup which attacked Atwood's machine at Atlantic City. Sergt. Lee didn't like it.

He dived at the dog, landed face down in the sand and rolled over. The dog was frightened off and the sergeant sent him to his quarters under guard.

But I Trenton, was up in the air again was and the sergeant sent him to his quarters under guard.

Pennsylvania express train schedule by about five minutes.

Here is the way Beachey told of his little jaunt through the clouds as he was eating his dinner:

PEACHEY'S STORY.

PEACHEY'S STORY.

up the Hudson and discovered that I was following a course over the island about half way between the river and Broadway. Little puffs of updraught from some of the highest buildings rocked me a bit, but I was over 1,000 feet up and I was sure of myself.

"Just as I was about to make the turn so as to cross from east to west over the Gimbel building I saw a machine right at my elbow to the left. I think it must have been Robinson; anyway it gave me a sort of jar.

"Had an idea there might be a collision or something. You see, I'd started first and hadn't seen any of the other planes, so when I got a glimpse of this plane making the turn right with me it sent a little tinkle up my back.

"Everything went all right after crossing the Hudson into Jersey. There was a pretty steady stiff wind coming against me from the southeast, but it never shifted directly dead against me. I should say it was at about a fifteen mile rate and I kept high enough to avoid the ground currents.

"Iost for a few minutes aloft."

"It must have been after I passed Eliza-"

have been Robinson; anyway it gare me a sort of jar.

"Had an idea there might be a collision or something. You see, I'd started first and hadn't seen any of the other planes, so when I got a glimpse of this plane making the turn right with me it sent a little tinkle tinkle up my back.

"Everything went all right after crossing the Huddon into Jersey. There was a pretty steady stiff wind coming against me. I should say it was at about a fifteen mile rate and I kept high enough to avoid the ground currents.

LOST FOR A FEW MINUTES ALOFT.

"It must have been after I passed Elizabeth that I got lost for about five minutes. Somehow or other I had switched from the Pennsylvania tracks to the Jersey Central, and it took me a couple of minutes to find that out. When I saw a train passing with all black cars I knew I was off the trail, so, as there was a canal and a little river down below me I spotted the river for the Raritan and followed it up to a town, which may have been I might have made Philadelphia with out taking on extra gasolene at Trenton.

"I might have made Philadelphia with out taking on extra gasolene at Trenton."

"I might have made Philadelphia with out taking on extra gasolene at Trenton."

"I might have made Philadelphia with out a taking on extra gasolene at Trenton."

"I might have made Philadelphia with out aking on extra gasolene at Trenton."

"I might have made Philadelphia with out aking on extra gasolene at Trenton."

"I might have made Philadelphia with out aking on extra gasolene at Trenton."

"I might hot extra gasolene at Trenton."

"I might hot extreme where we had been told to expect gasolene stores to be waiting."

"After I took the air everything went fine until I hit the rain, You see, I knew that I must be pretty far a head of the shore of the North River toward the store. The other two made down the west shore of the North River toward the store. The other two made down the west shore of the North River toward the shore of the North River toward the store. The other two made down

swept out over the river and they were watched as they passed far on the other side of the Statue of Liberty.

Ely went on, picking up the line of the Pennsylvania Railroad and following it into New Brunswick. As he drew near the city his motor began to splutter in a way which he didn't like. That same motor Ely had driven 118 hours, and in the whole of that time it never had missed

motor Ely had driven it never had missed a pulsation.

He knew he had to descend. He dropped to the turf near Franklin Park, N. J., to look things over.

He found that his gasolene tank was leaking. That explained part of the trouble. He sent for some petrol and got away in a hustle. As he was climbing into his seat to go on with the flight he heard the songlof Beachey's motor away up in the sky, and before he was able to get under way Beachey passed him and slipped off into the distance.

But Ely was no more than well up when he heard more complaints from his motor. Something was clearly the trouble. He went on for fifteen minutes, however, before he admitted to himself that the motor was really in trouble. That was when he was nearing Princeton Junction.

He made a long decline and ran across a field, coming to a stop in tall grass. He

a field, coming to a stop in tall grass. He got out of his seat and set to tinkering with the machine. ELY'S MOTOR TOO BAD TO GO ON.

men in the Curtiss outfit, and Lincoln Beachey, who learned to fly only last December and got along so fast in his lessons that he was put in charge of the Curtiss aviation school at Pinehurst. N. C. last spring.

Eugene Ely and Bud Mars were on hand also, but neither expected to go into the air. Elv had been on a vacation and was hastily recalled by Glenn Curtiss to serve as a possible substitute yesterday. Gene Ely is the man who set a new record in aviation last January by dropping to the deck of the cruiser Pennsylvania at San Francisco and then flying back to shore. Bud Mars is still stiff from his tumble at Erie, Pa., three weeks ago. He was on hand merely as a bystander.

It was clear from the beginning that Hamilton was not anxious to race. He was fitted out with an aeroplane fresh from the Curtiss shops at Hammondsport. The new machine did not appeal to him and the wind, which was freshening as the morning wore on, made him

With the machine.

KLT'S MOTOR TOO BAD TO GO ON.

There was no help for it. He couldn't go on. He laid the trouble to dirt in the gasolene tank. He figured that the new machine hadn't been properly cleaned before it was put together, and that the machine hadn't been properly cleaned before it was put together, and that the machine hadn't been properly cleaned before it was put together, and that the new tank had not given his motor a fair chance. So he sat down to wait for somebody to come along who could watch the machine for the night. When that person came, and he did in a minute with person came, and he did in a minute with person came, and he did no t appeal to him stumble at Erie, Pa., three was put together, and that the new tank had not given his motor a fair chance. So he sat down to wait for somebody to come along the own to wait for somebody to come along the own to wait for somebody to come along the own to wait for heavy by dropping to the deck of the cruiser. So he sat down to wait for somebody to come along the own to wait for somebody to come along the own to wait f

ing as the morning wore on, made him believe that a trip aloft in an untried car would be hazardous.

By 12 o'clock E. T. Moore, who was in the race for Glonn Cutties told the charge of the race for Glonn Cutties told. By 12 o'clock E. T. Moore, who was in charge of the race for Glenn Curtiss, told the operator at Gimbels that the race to be in Chicago on Monday to get tuned would start in half an hour. He believed up for a meet which begins on the 12th.

TOP NOTCH WITH PASSENGER. ing. but instead of that he stood before Beatty Makes New American Record in Moonlight Flight.

In a Moonlight flight at the Nassau Boulevard aerodrome last evening George W. Beatty, a pupil of the Wright school. established a new American record for altitude with a passenger. Beatty took along Percy Reynolds, another airman. According to a rough reading of the official barograph he climbed to a height of 3,100 feet. The previous record was held by Al Welch, his instructor, who hit the air lanes at 2.648 feet recently in a flight with a passenger over the same

Beatty left the ground at 6:42:10 o'clock and stayed aloft 56 minutes and 50 seconds. He flew to Long Beach and a half mile out over the ocean. He said that on the return he had become lost in the fog and did not recover his bearings until he came in sight of the Mineola fair grounds. For about thirty minutes he was out of sight of the spectators and it was about 7:30 when he was sighted at a height of about 2,000 feet under the

big full moon.

The landing was made in the centre of the field. Beatty was pretty comfortable with the exception of being hungry and he rushed to catch a train for New York.

Becatty also won a cup for total endur-ance. His entire time in the air was a hour 15 minutes and 11 seconds. He did not get his pilot's degree until Friday noon. Redmond Cross, another Wright

pupil, won the first leg on the Rodman Wanamaker trophy offered for the longest flight. He was up 56 minutes 10 2-5 sec-onds. The cup must be won three times. Sopewith, driving a Wright biplane for the first time, got the cup for accurate landing. He came within fifteen feet of the mark after twelve trials.

of the mark after twelve trials.

Earle L. Ovington in a new Curtiss machine carried off two cups for speed. He completed five laps of the course in 4 minutes 2 2-5 seconds. The field had not been staked but the distance was estimated at five miles. The other cup was for a cross-country flight from the aerodrome to Belmont Park and return. country flight from the aerodrome to Bel-mont Park and return.

Dr. Henry Walden met with an accident at the Hempstead Plains field at dusk. He fell about twenty feet, breaking the front control of his machine. One of his arms and one leg were painfully injured. Miss Mathilde Moisant made several about flights during this afternoon. Most

short flights during this afternoon. Most of the airmen at this field have their ma-Three aviators, Romain Gressier, Georg Three aviators, komain dressier, deorge Mestech and Ernest Mathais, who arrived in this country on the French liner La Provence, for the Chicago meet, were visitors at the Nassau field in the after-

senstor Jones's Daughter to Wed New York Lawyer. Los Angeles, Cal., Aug. 5.-Miss

Georgina Jones, daughter of ex-Senator

J.M. Gidding & Co.

OFFER, BEGINNING TOMORROW (MONDAY)-

Their Entire Stock of Women's

Linen Suits at Exactly Half Price

Suits which formerly sold at \$21 to \$200, including Imported Three-piece Suits of eyelet embroidery.

Plain and Fancy Linen Coats at Half Price \$12.50 to \$20 Formerly sold at \$25 to \$40.

Pongee and Satin Coats at Half and Less Than Half—\$20 to \$37.50 Formerly sold at \$45 to \$75.

Imported Model Silk and Satin Suits at \$35 Formerly sold at \$68 to \$95.

Tailored Suits at \$20, \$30 and \$40

Satin, Foulard and Silk Serge Dresses at \$28 Formerly \$65 & \$75.

Of white serge and fashionable cloth materials,

Formerly sold at \$45 to \$135.

Fancy Voile Dresses at \$12.50 Formerly \$25 to \$38.

HORNER'S FURNITURE

Price Reductions on Fine Furniture.

On account of the expiration of our lease, we are now offering a special discount on our complete line of fine furniture, ranging from

10 to 331/3% OFF REGULAR MARKED PRICES.

"Cut Prices" in Furniture generally mean "cut quality"-and valuations as some stores quote them are poor criteria to judge the merits of the furniture. We do not exaggerate values to make cut prices every piece represents the value of the article attached to it.

61-63-65 West 23d St. NEW 36-38-40 West 24th St.

NAB AN ESCAPED CONVICT. James E. Berry Said to Be Fugitive From Florida Camp.

James E. Berry, 27 years old, whose home is in Savannah, Ga., and who the police say is a fugitive from Florida tice, was about to sail on an American Line ship for Liverpool yesterday morn-Magistrate Freschi in the West Side court. who held him until to-morrow to await advices from the Florida authorities.

who held him until to-morrow to await advices from the Florida authorities.

Detectives Haggerty and Sharpe, who arrested Berry at the home of his brother, Alexander Berry, 145 West End avenue, Friday night, told the Magistrate that Berry is also known as James E. Thomas and that a \$100 reward had been offered by the Florida Pine Company for his recapture ever since the man escaped from their turpentine camp at Bellemore on April 18 last.

The prisoner, they said, had been convicted of forgery in Miami about two years ago for increasing the amount of a check and leased by the State to the Florida Pine Company, which employs convict labor. Berry and another man made a break for liberty together on the evening of April 18 as they were returning under guard to their barracks. The guard fired four shots from his rife, but the two men succeeded in gaining the timber and then parted. Berry, who according to the delectives admits his identity, made his way to New York, and for the last six weeks has been working as a coalpasser on transatlantic liners.

The Pine company learned that he had

liners.

The Pine company learned that he had a brother living in New York and forwarded pictures and descriptions of the fugitive to this city, together with the announcement of the reward. The detectives watched the West End avenue house for three weeks before Ecrry appeared. To the police the prisoner declared that he did not know what had between the policy of come of the man who escaped with him

DR. RAMBAUD IMPROVING. Sister of Mme. Rambaud Discharged From Vassar Hospital.

POUGHKEEPSIE, Aug. 5 .- Valentine Ger ville, sister of Mme. Rambaud, who was injured on the State road here Wednesday, has so far recovered from her injuries that she is to be discharged from Vassar Hospital to-morrow. Dr. George G. Rambaud, however, is still in a very serious condition. Dr. Moffatt of the hospital staff announced to-night that Dr. Ram-baud has shown considerable improvement during the day and he was now hopeful that the patient would recover. A decision cannot be given on this point for two or three days.

Mme. Rambaud is likely to be discharged from the hospital Monday. The other members of the party must remain a few

days longer. TYPHOID IN ORPHAN ASYLUM. Three Boys Taken From Catholic Institution to Fordham Hospital.

Three boys were taken from the Catholic

VOU may talk about your pet brands, but right here is where vou can start your tobacco educationwhere you can learn what a real smoke is.

NORTH BEACH FREE FIREWORKS TUES. AND THURS. Boats E. 99th & 134th Sts.

DIED.

BRUFF.-On August 4, 1911, at Pennsylvania Hospital, Philadelphia, Col. Lawren Bruff, U. S. A. Interment at West Point, N. Y., on Monday, August 7, at 2 o'clock P. M. DAVIES.—Curtis P. Davies. Funeral at "THE FUNERAL CHURCH." 241-243 West 23d 8'. (FRANK E. CAMPBELL BUILDING), Monday.

UNDERTAKERS. FRANK E. CAMPBELL, 241-243 W. 234 St Chapels. Ambulance Service. Tel. 1324 Chrisea

TRIGG .- On July 5, at Roselle, N. J., Hear

Savary Trigg, aged 51 years

RELIGIOUS NOTICES. TRINITY CHAPEL

West 25th and 26th Streets, Just Off Broadway, Sundays, 8 and 11 A. M., 4 P. M. Week days, 7:30 and 9 A. M., 5 P. M. Special preacher, Rt. Rev. C. E. WOODCO. D. D., Bishop of Kentucky

CAR ROWDIES TAKEN. Two Youths Sent to the Workhouse for

Three boys were taken from the Catholic Orphan Asylum at Kingsbridge road and Sedgwick avenue last night to Fordham Hospital suffering from typhoid fever. As soon as the cases were discovered the boys were isolated and Fordham Hospital was notified. There are about the hundred boys in the institution. It is not known how the three became infected. Dr. Joseph A. Dillon, the superintendent, was not in town last night and the officials at the asylum said they were not authorized to make any statement.

The three boys who were removed to the hospital are Arthur Ryer, 13 years old, of 524 West 134th street, were arraigned last night in Yorkville court charged by Headquarters Detective Kohl with rowdyism on a subway train. The detective says they entered a southbound train at Van Cortlandt Park station and boys in the work at the hospital that they were doing as well as could be expected.